

Transport Affordability Amendment Bill 2026

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The Committee Secretary
State Development, Infrastructure and Works Committee
Parliament House
George Street
BRISBANE QLD 4000

Email: SDIWC@parliament.qld.gov.au

Dear Sir / Madam

Submission – *Transport Affordability Amendment Bill 2026 (Bill)*

Thank you for the opportunity to provide a submission on the *Transport Affordability Amendment Bill 2026 (Bill)*.

Fuel price fluctuations at the bowser have long been a contentious issue in Queensland, along with the lengthy price-cycles and the fact Queenslanders pay some of the highest petrol and diesel prices in Australia.

Council notes findings of the Australian Competition and Consumer Commission (ACCC) regarding national fuel prices, particularly those in Western Australia (WA) and Perth where average prices were 13–14cpl cheaper than Brisbane in the Dec 2024 – Mar 2025 quarter, with 2024 bowser prices overall lower by 10cpl in WA compared with Qld.

While Perth is closer to Singapore refiners and hence shipping costs lower than to the East Coast, the ACCC found lower prices were also due to WA's FuelWatch which demands retailers advise of price increases by 2pm the day prior to the increase.

Retailers must stay at the notified price from 6am for 24 hrs. This means WA motorists are free from the frustrating intra-day price fluctuations, which motorists in other Australian States, including Queensland, experience.

WA motorists can also make informed decisions about where and when to buy fuel. They can access fuel prices any time, any day of the week, via <https://www.fuelwatch.wa.gov.au/> Fuel prices are also available from the Consumer Protection Advice Line 1300 30 40 54 (office hours), media outlets and email subscription. The next day's prices are available from 2:30pm.

The ACCC says price patterns in WA tend to form short weekly cycles with more predictable troughs and peaks, because prices are published for the next day and cannot be changed during the day. Against this, Queensland does not have advance price notification, so prices can fluctuate multiple times daily, often producing wide and unpredictable price swings.

Council's position is any mechanism that can reduce the large price swings suffered by Queensland motorists needs full consideration, particularly if such a mechanism can be implemented without increases in costly bureaucracy.

Council notes support from the Royal Automobile Club of Queensland (RACQ) for a similar reporting mechanism in Queensland and RACQ's (2025) call for the "State Government to regulate the market and impose a five-cent fuel cap on fuel price increases ..."

The *Bill* proposes to do this and while this may not function as 'price-capping', Council notes arguments such regulation is 'lazy law' because it fails to address the main causes of high fuel prices - international prices, lack of market competition and high taxation.

Council supports transparent reporting of fuel prices and agrees a similar mechanism to WA's FuelWatch deserves full investigation. Indeed, a trial without the 5cpl cap on daily price increases could be the way to go. No other State or Territory has legislation restricting price increases as this *Bill* proposes.

Because Council's region is outside cities served by public transport, it makes no comment on the rest of the *Bill* relating to 50c fares.

Thank you for allowing Central Highlands Regional Council to make this submission. Should you or the Committee Members require any further information, please do not hesitate to contact me on [REDACTED] or email [REDACTED]

Yours sincerely

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06/03/2026

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